

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-26. (Canceled)

27. (Currently Amended) A method for controlling a vehicular electric system having a plurality of power sources that supplies power to an onboard electrical load and an onboard battery, wherein the plurality of power sources includes at least one of a generator driven by an engine of a vehicle, a regenerative braking ~~system~~system, and an external source, the vehicular electric system including a power supply control device that controls power distribution from each of the power supplies, the battery having a storage capacity of a plurality of hypothetical energy units, the method comprising:

storing, by the power supply control device, a cost of generation for each unit of charge stored in the battery;

~~obtaining and processing~~obtaining, by the power supply control device, information that includes, for each power source, on a power generation cost that is an amount corresponding to fuel consumption for generating unit electrical power by each the power source, the information further including information on an energy cost of the onboard battery based on charge and discharge histories of the onboard battery; ~~battery, the charge and discharge histories of the~~  
onboard battery including, for each unit of charge stored in the battery, the generation cost of the unit of charge;

determining a current cost of the battery from the costs of generation corresponding to the units of charge stored in the battery;

determining an amount of power that needs to be supplied;

calculating, by the power supply control device, a quota for power distribution for each of the power sources and the battery from the power generation costs of the power sources and

the current cost of the battery; and

adjusting a power supply distribution of the plurality of power ~~sources and sources,~~ a receiving power rate of the onboard electrical ~~load or load,~~ and one of a power supply distribution of the onboard battery and a receiving power rate of the onboard battery in such a manner that to reduce a consumed power ~~cost is reduced, cost,~~

wherein the adjusting is based on the information and performed by prioritizing a power supply from one of the plurality of power sources which has a lowest power generation cost of the plurality of power sources.

28. (Currently Amended) The method for controlling the vehicular electric system according to claim 27,

wherein the adjusting power supply distribution ~~of the plurality of power sources and the receiving power rate of the onboard electrical load or the onboard battery in such a manner that the consumed power cost is reduced~~ is performed based on the power generation cost of each power source and available power supply from each power source.

29. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

controlling a power generation of each power source based on the power supply distribution; and

outputting an instruction signal to a device that supplies power to the plurality of power sources for controlling an output of the device based on the power supply distribution.

30. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

determining the power supply distribution of the plurality of power sources to the onboard battery based on the information.

31. (Previously Presented) The method for controlling the vehicular electric system

according to claim 30,

wherein the power supply from the one of the plurality of power sources which has the lowest power generation cost of the plurality of power sources, is prioritized when the onboard battery is charged.

32. (Previously Presented) The method for controlling the vehicular electric system according to claim 30,

wherein the plurality of power sources includes an engine of a hybrid vehicle and a regenerative braking system.

33. (Previously Presented) The method for controlling the vehicular electric system according to claim 32,

wherein the power supply of regenerative electric power supplied by the regenerative braking system is prioritized when the onboard battery is charged.

34. (Previously Presented) The method for controlling the vehicular electric system according to claim 30,

wherein the adjusting the power supply distribution for supplying power to the onboard battery is performed in accordance with a difference between the power generation cost of the onboard battery as one of the power sources and the power generation cost of another power source that supplies power to the onboard battery.

35. (Previously Presented) The method for controlling the vehicular electric system according to claim 34,

wherein the adjusting the power supply distribution for supplying power to the onboard battery is performed based on the difference between the costs and a state of charge of the onboard battery.

36. (Previously Presented) The method for controlling the vehicular electric system according to claim 35,

wherein the state of charge of the onboard battery is determined using an amount of power charged in the onboard battery and a variation in the amount of power.

37. (Previously Presented) The method for controlling the vehicular electric system according to claim 30, further comprising:

calculating and preferentially distributing a part of power supplied from the power sources to the electrical load; and

calculating and distributing the other part of power to the onboard battery, the other part supplied from the power sources after the distribution to the electrical loads.

38. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

transferring power between the vehicle electric system and another vehicle electric system in such a manner that voltage of the another vehicle electric system is converted to voltage of the vehicle electric system, wherein the voltage of the another vehicle electric system is different from the voltage of the vehicle electric system.

39. (Previously Presented) The method for controlling the vehicular electric system according to claim 27, further comprising:

obtaining the information concerning a power generation cost of the generator driven by the engine of the vehicle based on engine efficiency at an engine operating point.

40. (Previously Presented) The method for controlling the vehicular electric system according to claim 39, further comprising:

correcting the power generation cost based on information of generator efficiency.

41. (Previously Presented) The method for controlling the vehicular electric system according to claim 39,

wherein the power generation cost of the generator driven by the engine of the vehicle is determined based on an increase in consumed fuel for driving the engine due to the power

generation.

42-43. (Canceled).

44. (Previously Presented) The method for controlling the vehicular electric system according to claim 27,

wherein the cost is defined by one of fuel weight, fuel volume, CO<sub>2</sub> generation amount, fuel price, and their combination.

45. (Previously Presented) The method for controlling the vehicular electric system according to claim 27,

wherein the cost is defined by an equation of (a unit fuel price) x (fuel consumption per unit power) x (generator efficiency).